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ignition temperature of gasoline will cause it to ignite (burn) at a compression ratio of less than 10:1. The average car has a 7:1 compression ratio. In a diesel engine, compression ratios ranging from 14:1 to as high as 24:1 are commonly used. The higher compression ratios are possible because only air is compressed, and then the fuel is ...

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Ignition can be achieved by a number of different methods; a pyrotechnic charge can be used, a plasma torch can be used, [citation needed] or electric spark ignition may be employed. Some fuel/oxidiser combinations ignite on contact (hypergolic), and non-hypergolic fuels can be "chemically ignited" by priming the fuel lines with hypergolic propellants (popular in Russian engines).

Turbocharger lag (turbo lag) is the time required to change power output in response to a throttle change, noticed as a hesitation or slowed throttle response when accelerating as compared to a naturally aspirated engine.This is due to the time needed for the exhaust system and turbocharger to generate the required boost which can also be referred to as spooling.

As it is for spark ignition so it will be applicable for only petrol engines. This technology is used for the efficient combustion of the charge (i.e air-fuel mixture). In it we use " two spark plugs" so that the fuel is ignited properly, for maximum economy and efficiency. Digital - Since the spark generation will be initiated by a microchip.

THIS IS A MODIFIED VERSION OF AN ARTICLE BY Jack Kane WHICH APPEARED IN THE NOVEMBER 2008 ISSUE (NUMBER 034) of RACE ENGINE TECHNOLOGY MAGAZINE . This article first presents the basics of turbocharger operation, and then explores some of the current thinking in turbo-supercharger technology as applied to competition engines.

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Diesel Engine Fundamentals

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Diesel Engine Power Plants

ignition characteristics coupled with high combustion efficiency at low power conditions, the equivalence ratio in primary zone of combustion chamber entails a range of values in order of 0.7 to 0.95 to be considered "[2], [4]". The constraint imposed by the combustion products dissociation losses due to chemical instabilities, namely the

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Gasoline Direct-Injection Engines (GDI)

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